

Revised March 11, 2004

**Priorities of District 8  
Chelsea, MA**

**Presented to Jay Ash, City Manager  
Presented to Jay Ash, City Manager By Ron Morgese District 8 Councilor**

**District Agenda**

**Odors:** Identification of the source and containment of nuisance odors and smells, as well as addressing air quality and pollution. This is the single largest issue from within the entire district. An obvious quality of life issue with effects on the health of city's residents, city's outside reputation- (classic oil smell), potentially resulting in lower property values, and a detractor to quality development. The focus points are the lower Broadway area, Marginal and Pearl street area, The Produce Market area, as well as potential odors and contaminants coming from the city of Everett.

***City Manager Jay Ash's Response:*** *The City is taking a two-pronged approach to the issue of odors impacting some residents in the Lower Broadway neighborhood.*

*First, the City is negotiating with the most likely source of some amount of odors, Broadway Terminal. The approach is based upon that which the City already put into place to address odor issues from the Coastal facility on Marginal Street (which, by the way, was also a likely contributor to odors.) The City and Broadway Terminal have been in negotiations, and the Board of Health has recently been re-introduced to and brought up to date on the issues. The result of this effort is likely to be the next generation (some might use state-of-the-art, but I try not to) of odor control system being installed at Broadway Terminal.*

*Before getting into the second approach, it is important to note that evidence presented by Broadway Terminal suggests that emissions from the facility are not creating a health hazard. We are therefore focused on odors and not health impacts.*

*Once the Broadway Terminal matter is resolved, the second approach will be to undertake a survey of other possible contributors to the problem. Those places could be local, including the Tobin Bridge, or across the waterway. In fact, the waterway itself, or more appropriately, the river bed, could be a contributor as well.*

*This work will be prioritized and supported by the City and overseen by the Board of Health.*

**Mary O'Malley Park:** Underutilized open space recreational property in an urban area that occupies almost all of the publicly accessible Chelsea waterfront. Specific Issues: policing (Ongoing & 4<sup>th</sup> of July), overall maintenance, pier has deteriorated and is unsafe, shore line cleanup, overall improvements & plan is needed. The potential formation of The Friends of Mary O'Malley Park by the DCR could utilize volunteers, solicit and accept donations, and assist in rejuvenating this park. The goal is to have the DCR properly maintain the park and encourage usage by Chelsea residents.

***City Manager Jay Ash's Response:*** *The City has taken an active role in addressing the issues of the State park. Specifically, the City Manager, in a recent meeting with the new DCR Commissioner, identified the O'Malley Park, as well as the failed MDC Pool, as the City's top priorities for the newly created agency. Through that action, the City was able to identify the top DCR party to undertake O'Malley Park discussions. The City has coordinated the organization of a meeting with State Representative Eugene O'Flaherty and Councillor Morgese to meet with DCR on the matter.*

*Additionally, the City is engaged in a variety of discussions regarding regularly clean-ups. Those discussions include potential contributors to a "Friends" effort, including the proposed developer of the residential development at the base of Admirals Hill.*

*The City is also conducting an internal discussion regarding policing and event preparedness, with July 4<sup>th</sup> in mind. Also regarding this, the City recently identified additional funding for State Police as one of a handful of top priorities for State budget attention.*

**Massport:** Clean up of the intersection, off ramp & borders at Beacon street are needed by Massport. Landscaping under the bridge, physical truck barriers, and strict enforcement of no-trucks on the ramp, speeding, and stop sign violations.

***City Manager Jay Ash's Response:*** *Among the many issues the City prioritizes for action by Massport, the City has continued its advocacy for additional considerations at the Beacon Street Off-ramp. Massport has developed a plan for landscaping improvements. The City has general agreement on those plans, although some minor alterations have been sought.*

*In terms of enforcement, the City has been very influential in promoting greater safety and compliance of restrictions sought by the City and local residents. In fact, the City augments Massport's own enforcement issues by routinely directing members of the local Traffic Unit to undertake directed enforcement activities at the base of the ramp. To further augment that effort, the City is proposing to expand the Traffic Unit to provide for greater evening and early morning coverage, with the Beacon Ramp among a handful of locations where intensive focus will continue.*

**Beacham Street/Williams Street:** This roadway is in need of a total rebuild from Spruce street to the Everett line (From a physical condition and safety viewpoint). This roadway is major regional thoroughfare for such uses as: airport access, toll avoidance, designated truck route, and hazardous materials, Boston commuters. Completion of the big dig is changing traffic patterns especially for trucks and hazardous materials, airport traffic, increases in tolls are increasing vehicular traffic to and from Boston on this route. In order to resolve the problem the roadway must be redesigned, rebuilt to handle the class of traffic that uses it, sidewalks added, lighting added, intersections must be reconfigured with turning lanes and/or traffic controls (Spruce and Williams/Market and Beacham). In my estimation, 90% of all traffic on this roadway is regional traffic and not intercity Chelsea traffic, as a result state and federal funds should pay for this project.

***City Manager Jay Ash's Response:*** *The City has advocated for such a project and secured initial State approval of a State project to reconstruct the entire roadway. The potential project has been hampered by bureaucracy on the public level and a lack of cooperation on the private level. Regarding the latter, several property owners have refused to participate in the land assemblage process necessary to facilitate improvements, especially walkways. A major hurdle on the public front is the State's requirement that the "right of way" acquisitions be paid for by the City. Estimates are that such charges could mount to as much as \$1 million. Given the City's limited capacity to address such a large capital cost, and especially given that the roadway is really a regional roadway that heavily used by out of town vehicles, the City cannot make such a commitment at this time. Through the advocacy of Councillor Morgese, the City has included the project on a short list of federal funds being sought to support local efforts.*

*In the meantime, the City has or is contemplating several issues to improve the situation. The City did provide a pavement overlay several years ago that greatly enhanced the travel through the area. When warranted, this option may again be selected for action. Additionally, the City has committed to a FY'05 Project to address Williams Street, from the Spruce Street intersection to Broadway. A particular focus of this CIP project is smoothing the pavement leading into Spruce Street. Regarding that intersection, the City also has a tentative agreement with the developers of the residential project at the base of Admirals Hill to commitment design money that could lead to the redesign and eventual improvement of the intersection, including the expansion of the intersection to provide for dedicated turning lanes at each of the entrance points.*

**Lower Broadway:** In an effort to transform this area to dual use between business (Chelsea Sandwich terminal and The Chelsea Yacht Club), and residential, roadway improvements that would allow for better traffic flow between trucks and cars could be accomplished. Similar to the 5<sup>th</sup> street project, adding more sidewalk and making the intersection of Commandants Way and Broadway more of a curve. This would allow for room to add much needed head in parking, hopefully allow for a designated area for trucks to enter, exit and stage at the

Chelsea Sandwich terminal, as well as provide a contiguous sidewalk as a transition point from the waterfront neighborhood to and from Mary O'Malley Park. This additional parking could benefit the public by serving Mary O'Malley Park, The Yacht Club, and residents of the lower Broadway sticker parking district, area business, and the courthouse. Hopefully this project would be a joint one with participation from The City, Chelsea Sandwich, The Yacht Club, Admirals Hill, The DCR and Massport.

**City Manager Jay Ash's Response:** *This has not been a City priority, to date. The City has focused Chelsea Sandwich (Broadway Terminal) on odor issues, DCR on Mary O'Malley Park and Massport on the Beacon Street off-ramp. The City has limited capital funding available for non-emergency projects that do not meet the City's standard for capital funding priority. Regarding Fifth Street, funding for that project was secured from a Federal grant. The City was recently unsuccessful in securing additional Federal funding for a similar project in Chelsea Square.*

*Having noted the above, the City would certainly entertain a redesign proposal, if one was offered. Perhaps sufficient talent exists in the neighborhood to undertake a modest review.*